



2. Existing Conditions: The Context for the Plan

A. Site Description

The term Poplar Point means different things to different people. Some think of it only as the Point that extends out into the River. As part of the AWI planning process, an expanded area around Howard Road SE was identified as the Poplar Point Target Area. For the purpose of this report, Poplar Point refers to the area as described below.

Poplar Point is located on the east side of the Anacostia River directly across from the Navy Yard, generally between the Frederick Douglass Bridge (South Capitol Street Bridge) and the 11th Street Bridge. The study area is bounded to the north by the Anacostia River, on the east by the 11th Street bridge, on the South by the Anacostia Freeway (Interstate 295), and on the west by the Suitland Parkway and Bolling Air Force Base.

The Poplar Point study area includes:

- The freeways surrounding the site (I-295, and the highway interchanges connecting the Frederick Douglass Bridge, I-295 and Suitland Parkway)
- The Washington Area Metropolitan Transit Authority (WMATA) parking garage and access roads
- The United States Park Police and National Park Service complex
- Two former tree and plant nurseries
- Public open spaces

There are 2 roads traversing the site – Howard Road, which runs east west in the southwest corner of the site, and Anacostia Drive along the water's edge.

The site occupies a prime location in relation to the surrounding neighborhoods, the Anacostia Waterfront Initiative study area, and the City as a whole.

B. History of the Site

A hundred years ago, Poplar Point (and in fact much of Anacostia Park) was a much different place than it is today. The area consisted mainly of mudflats with a small spit of land that jugged out into the Eastern Branch of the Potomac River (now called the Anacostia River). Howard Road traversed this land and brought residents and commercial activity to the waterfront. Several sources indicate that Poplar Point once served as a site of waterborne commerce connecting the neighborhoods on the east side of the river to downtown.

Native Americans were the first inhabitants of the area, living along the river as early as 10,000 years ago. The Necostan Indians, called Anacostans by the English settlers, fished and farmed in the fertile riverbanks. In the 1600's the English settled the area in the area now occupied by the Blue Plains plant. Soon after St. Elizabeths and Geisborough were also settled. In the 1790's the land east of the river was included within the boundaries of the Federal City. The earliest of several settlements, the town of Good Hope developed in the 1820's. Many of these early inhabitants were Anacostia slave families who were able to buy their freedom and became farmers, artisans, and craftsmen. Soon Barry's Farm and Uniontown developed.

In 1877, eminent antislavery activist and statesman Frederick Douglass purchased a mansion in Uniontown. He named the property Cedar Hill and lived there until his death in 1895. Douglass, widely known as the Sage of Anacostia, was active in local community affairs and worked tirelessly to protect the rights of the freedman who were his neighbors. The legacy of Frederick Douglass is intertwined with the history of Anacostia.

In the late 1800's, ideas surfaced to fill in the mudflats on both sides of the river to create a waterfront park. The reasons for this were two-fold. First, the mudflats were perceived as harmful of human health because they were breeding ground for

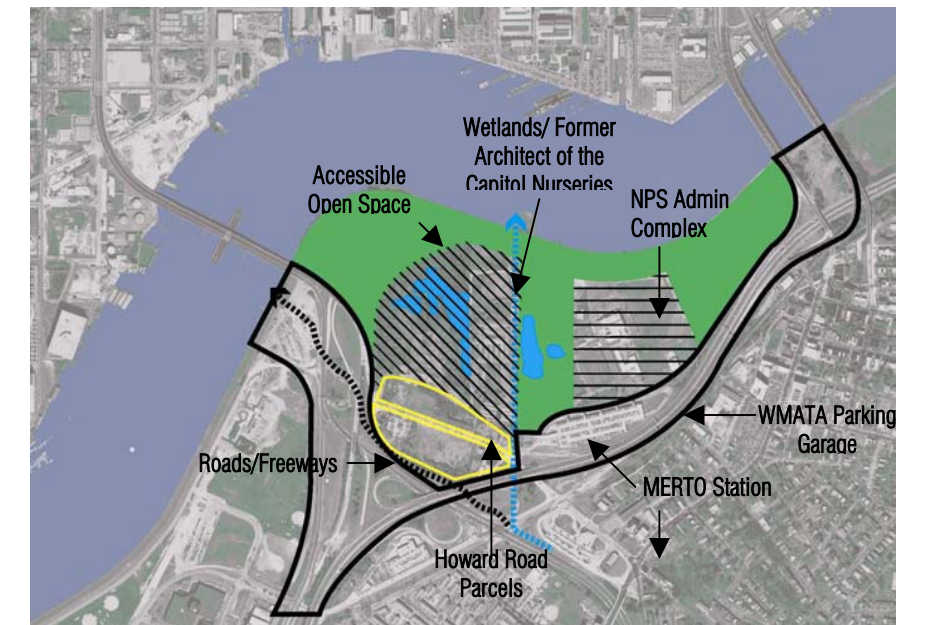


Figure 8: Existing conditions at Poplar Point

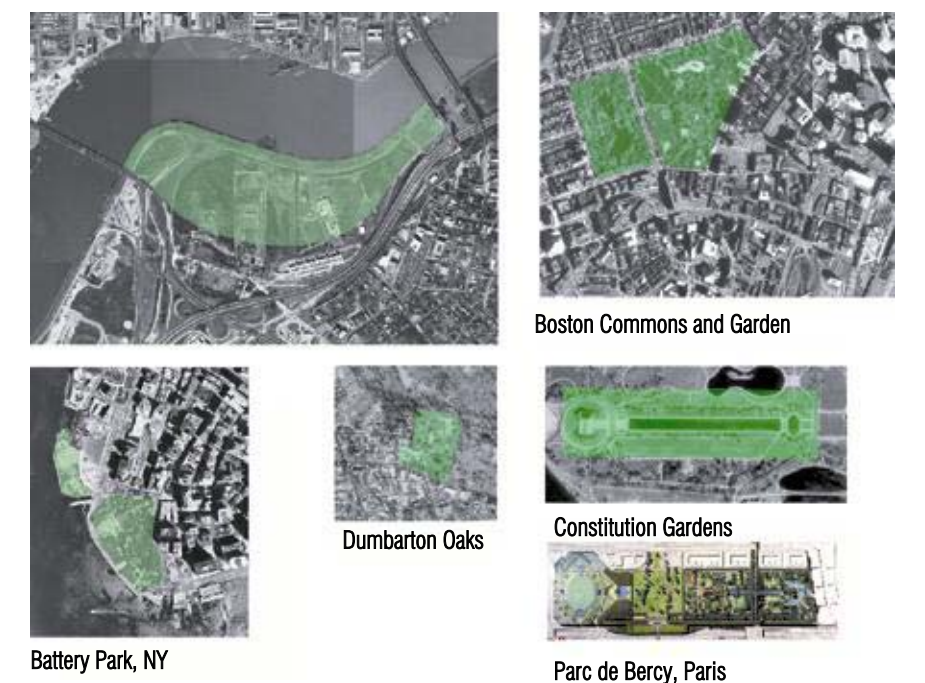


Figure 9: Scale comparison of Poplar Point with major parks



Ca. 1820 Source: *Mr. Lincoln's City*, Richard M.

Figures 10, 11: Historic images of the Anacostia River and its edges

mosquitoes and thus malaria. Second, citizens on the east side of the city wanted to create a great park for driving that rivaled Rock Creek Park on the west side of the city. A Washington Post article in 1894 reported on a study that proposed the conversion to a park:

“East Washington Citizens’ Association proposes to convert the ‘Flats’ along the Eastern Branch into a great park, with a boulevard extending entirely around the city... while Washington is a city of parks, it has no great parks like other large cities for driving purposes.... The proposed East Washington Park would convert an unhealthy and unsightly part of the District into a beautiful park with a driveway.”

In the early 1900’s, the McMillan Commission led by Frederick Law Olmstead, Jr. formalized plans for filling in the Anacostia River to create a park. And in 1911, the Army Corps of Engineers began dredging and filling in the flats and by the mid-teens, Poplar Point (also called Section C of Anacostia Park by the National Park Service) was complete. Less than two decades after the completion of Poplar Point, the Federal and District governments began transferring parkland to other uses. The following is a sequence of events.

- In 1926, 34.5 acres of the park were transferred to the DC government for the Lanham Tree Nursery. This nursery is used until 1984 to grow street trees and other plantings for the DC government.
- In 1937 approximately 23 acres were transferred to the Architect of the Capitol for the US Botanic Gardens and Poplar Point Nursery. This nursery is used until 1984 to grow flowers for Congressional offices.
- In 1942, 35 acres were transferred to the US Navy for wartime use. Originally proposed for 70 acres, this land was to be returned to the US Botanic Gardens in the same condition as it was given to the Navy.
- In the 1950’s and 1960’s, the US Department of Transportation constructed a series of freeways (I-295 and the Suitland Parkway) and interchanges (which connect the freeways to the Frederick Douglass Bridge and the 11th Street Bridges) around Poplar Point. While improving

mobility for the region, these freeways served to further separate and isolate Poplar Point from the surrounding east of the river neighborhoods. At this time, Stickfoot Creek, which ran along what is today the approach to the Frederick Douglass Bridge, was moved to a culvert.

- In the early 1980’s, the US Congress granted the Washington Area Metropolitan Transit Authority the ability to use Poplar Point for transportation purposes. According the Public Law enacted by Congress, “the District and the Washington Area Metropolitan Area Transit Authority will be authorized to construct, maintain and operate certain facilities designed to improve transportation in the Washington metropolitan area.” [Note: this legislation also directed the transfer of title of the DC Lanham Tree Nursery and the Architect of the Capitol sites to the US Department of Interior.]
- In the early 1990s, WMATA opened the Green line with a terminus in Anacostia. A 700-space parking garage was constructed on Poplar Point.

In 1978, the Anacostia Historic District was listed in the National Register of Historic Places. While some remnants of the areas history may still be seen at Poplar Point, today it is dominated by freeways, which cut off the site and waterfront from the surrounding neighborhoods. The challenge of the plan is to continue the development of the area while respecting and acknowledging its rich history and contribution to the city and nation.



C. Uses and Ownership

Today, ownership patterns have created numerous distinct areas at Poplar Point and can be identified based on both current and past uses. Understanding these zones (past uses, ownership, site conditions) is a critical element in understanding the range of potential future uses. There are seven basic areas at Poplar Point.

Private Land – Approximately 11 acres of land along Howard Road is privately owned. Uses include several auto-related industries, a charter school, and abandoned residential buildings. Based on records from the Washington, DC government, there are an estimated 14 separate owners of land along Howard Road.

WMATA –A 700-space parking garage for the Anacostia Station on Metro’s Green Line and the access roads serving the garage from Howard Road are located at Poplar Point. In addition, the Metro tunnel runs underneath the site.

DC/WASA – A pump station, located in Poplar Point amidst the ramps leading to the freeway is controlled by WASA.

Former Nurseries – There are two former nurseries located at Poplar Point – the DC Lanham Tree Nursery and the Architect of the Capitol Nursery. Both of these sites are fenced off and closed to the public and both have contaminated soil and/or water due to past uses. In Congressional legislation passed in 1984, the title for this land was returned to the Department of Interior and is now under District jurisdiction. Both of the sites have been vacant since 1993.

Parkland/Open Spaces – There are several areas of open spaces located at Poplar Point that are owned by the US Government and under the direct control of the National Park Service National Capital Parks-East. This includes the shoreline stretching from the Frederick Douglass Bridge to the 11th Street Bridge, an athletic field just north of the NPS facility, and a stretch of land between the Metro garage and the river (over the Metro tunnel) that is an informal location for bird watching.

National Park Service Complex – The US Park Police Aviation Section Facility (which includes a heliport and a helicopter hanger), US Park Police Anacostia Operations Facility and the National Park Service, National Capital Parks-East Headquarters are all located at Poplar Point. The site is undergoing several renovations including the addition of a new helicopter hanger.

Freeways, Interchanges and Bridges – The freeways, interchanges and bridges included in the study area are the Frederick Douglass Bridge, the 11th Street Bridge, I-295 (Anacostia Freeway) between the Suitland Parkway and the 11th Street Bridge, and the numerous freeway interchanges.

Tour Bus Parking – Located just south of the Frederick Douglass Bridge is a partially paved tour bus parking lot. This lot is used by buses serving the major tourist attractions at the Mall and in downtown Washington. The land is owned by the US Government with the northern half under the direct control of the National Park Service and the southern half under the direct control of the US Navy at Bolling Air Force base. Currently this site is leased to the District by the Navy.



Figure 12: Current uses on Poplar Point



Figures 13, 14: Historic Plans of Washington D.C

D. Community Setting – Plans and Programs

Poplar Point and its surrounding neighborhoods have been the subject of many studies and planning process throughout the years. In recent times, there has been a keen interest in Poplar Point and many ideas have been put forth for how to redevelop the site to serve as a community and regional resource.

One of the reasons for the high level of community and citywide interest in Poplar Point is its place in the history of Washington, DC, the role that it has and continues to play in the lives of District of Columbia residents, its location in the Anacostia Park and along the river, and its proximity to downtown and the regional highway and transit system. Poplar Point is one of the primary access points to the Anacostia River for the surrounding neighborhoods and occupies a place in the collective memories of its neighborhood’s residents. The community generally views the Point as a neighborhood secret where people can escape to the green of nature. Poplar Point is also the southern gateway to the Anacostia Park and thus is an entry point/terminus for those traveling the length of the park. In relation to the City, Poplar Point is on axis with New Jersey Avenue, one of the original streets in the City’s L’Enfant Plan of 1791 that leads directly to the Capitol building. And finally, with over 200 acres of land and 11 acres of privately held parcels in the heart of the area, there is an ongoing interest in the site’s potential to promote economic development in Historic Anacostia.

In 1984, a Memorandum of Understanding between the National Park Service, the District, and Metro was signed. In it was a mandate for the agencies to agree on a land use plan for the area. This document seeks to fulfill that mandate.

Over the years, many plans were created for historic Anacostia and ideas were presented for uses on Poplar Point. The District and other government entities sponsored some of the plans. Others were community initiatives. The major studies and concepts, which were reviewed during the process of preparing this plan are presented below.

Stickfoot Creek and Wetlands Restoration – The DC Department of Health is currently directing a project to daylight Stickfoot Creek and restoring wetlands within Poplar Point.

NPS General Management Plan – A General Management Plan for the Anacostia Park System is currently being prepared by the National Park Service.

Museums and Memorials Master Plan – Prepared by the National Capital Planning Commission in December of 2000, the Master Plan identifies Poplar Point as a “Prime Site” for a new memorial or museum. This recommendation is based on the site’s prominent location, high visibility, views of Washington Monument and the U.S. Capitol, ease of accessibility, and future development potential within close proximity. No specific use was mentioned.



Figure 15: Museums and Memorials Master Plan



Light Rail Study: District of Columbia Transit Development Study – An integral part of the AWI includes the potential for incorporating a light rail transit corridor on both the east and west sides of the river with connections to existing Metro stations at Minnesota Avenue, Anacostia, Navy Yard and Waterfront/SEU. The Transit Development Study (prepared by DDOT, DCOP and WMATA in 2002) has identified a potential Starter Line that would lead from the Southwest Waterfront to M Street, SE, across the Anacostia River to the Anacostia and Minnesota Avenue Stations. It is 7.2 miles long and is estimated to cost \$310 million. The Starter Line is consistent with the goals of the AWI and achieves the following: 1) Significantly increases access and mobility east of the Anacostia River, 2) Serves existing development and stimulates new development, 3) Takes advantage of possible rail yard locations, 4) Uses existing railroad corridor for almost half of the initial operating segment.

East of the River Plan – Prepared by the District of Columbia Office of Planning, the East of the River plan identifies a high intensity of uses on Poplar Point. These include a regional “big-box” shopping center along Howard Road and a higher education campus. These proposals have since been retracted as the study was completed without a full definition of site constraints.

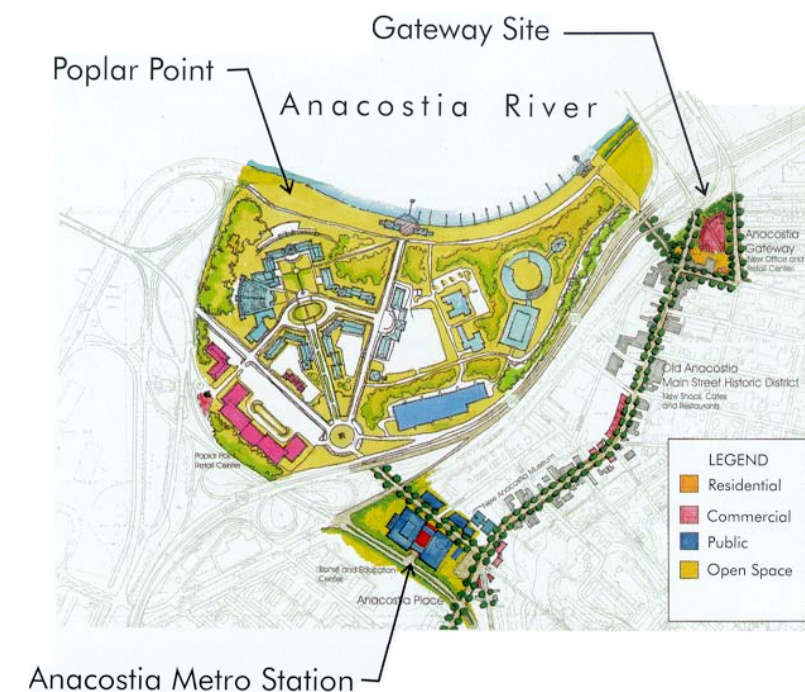


Figure 16: Previous planning study for Poplar Point and MLK Ave

Frederick Douglass National Memorial and Gardens– A complex of gardens and memorials highlighting the importance of Frederick Douglass and Historic Anacostia to the history of the United States. The project proposes footpaths, various gardens and special collections, and a memorial tree grove, all identified with appropriate signage.

WMATA/DPW Parking and Parks Concept – To expand parking opportunities for the Metro Station, WMATA in association with the District of Columbia Department of Public Works, presented a plan for 450 surface parking lots and ball fields on the majority of Poplar Point. While WMATA has Congressional approval to use the site for transportation purposes, the need for additional parking was significantly reduced once the extension of the Green Line opened in early 2001. There was also strong community opposition to the plan.

National African American Museum and Cultural Complex – A national institute to celebrate, preserve and communicate the record of the full range of experience of people of African descent in the United States. The proposed complex would have exhibition space, a conference center and banquet hall, library, genealogy research center, and cultural center.

Legacy Plan – In 1997, as part of its long-range planning responsibilities, the Commission released its framework plan for Washington's Monumental Core. *Extending the Legacy: Planning America's Capital for the 21st Century* redefines Washington's Monumental Core by creating opportunities for new museums, memorials, and federal office buildings in all quadrants of the city. The Legacy Plan preserves the historic character and open space of the Mall and its adjacent ceremonial corridors while accommodating growth and new development. The plan expands the reach of public transit and eliminates obsolete freeways, bridges, and railroad tracks that fragment the city. It reclaims Washington's historic waterfront for public enjoyment, and adds parks, plazas, and other amenities to the urban fabric.

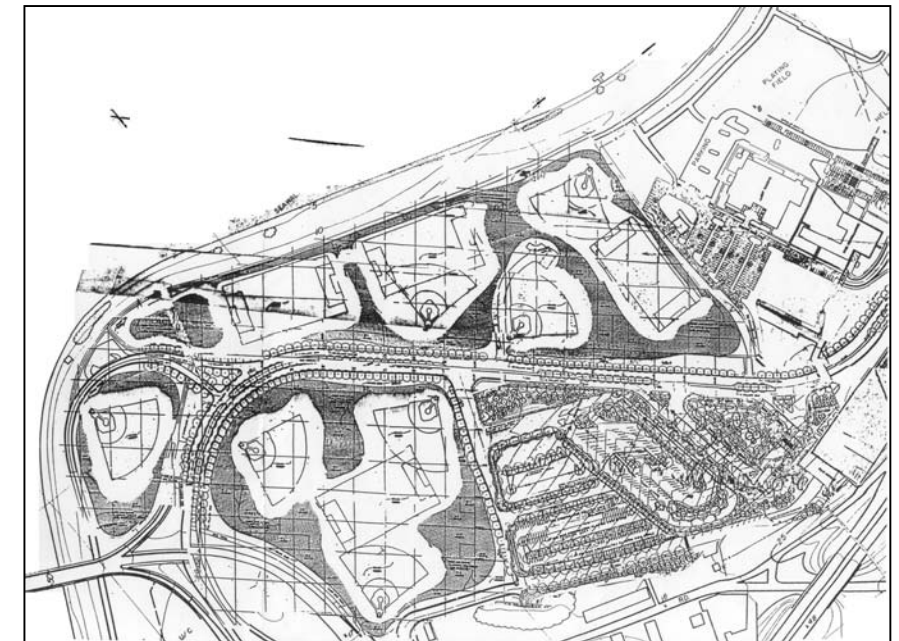


Figure 17: WMATA/DPW Parking and Fields Concept



E. Site Analysis/Urban Design Analysis

1 Open Space

There are essentially three types of open spaces at Poplar Point. The most significant of which is the wide-open spaces along the river's edge running the length of the site from the Frederick Douglass Bridge to the 11th Street Bridge. This is the land that provides the green respite for residents of the surrounding neighborhoods. The open spaces are characterized as follows:

- Publicly accessible grassland, managed meadows wetlands, and riparian buffers along the edge of the river and over the Metro cut and cover.
- Athletic field in the northeast corner of Poplar Point, adjacent to the NPS facility.
- Inaccessible open spaces on the former Architect of the Capitol and Lanham Tree Nursery sites. This includes trees, grasslands, and wetlands.

2 Views

One of the most spectacular physical aspects of Poplar Point is the view across the Anacostia River to downtown DC and back to the tree-lined ridge of the Fort Circle Parks. From nearly every point along the river's edge, visitors can see the Downtown skyline, including the dome of the U.S. Capitol, the Washington Monument, and the Navy Yard, including the "floating" museum ship docked at the Navy Yard. The same significant features are also visible from the entrance to the Metro garage. These locations also afford view of the tree-lined ridge in Southeast Washington (the remnants of the Civil War Defenses of Washington) and numerous neighborhoods near Poplar Point including Barry's Farm and Historic Anacostia.

The best views of Poplar Point are from the Navy Yard across the Anacostia River and from several locations on the hills overlooking Downtown Washington (including Cedar Hill and Fort Stanton). However, most of Poplar Point and the Anacostia River are not visible from locations within the surrounding neighborhoods as well as the major entryways to the site. This is due to a variety of factors including the topography, the multi-story Metro parking garage and the elevated portion of I-295.

3 Access, Streets, and Parking

Vehicular and pedestrian access to Poplar Point is relatively difficult. Highways and bridges physically separate Poplar Point from surrounding neighborhoods. There are six primary access points to Poplar Point:

- **Howard Road** is a 2-lane road from Historic Anacostia to Poplar Point. This road runs through the private property and joins with the interchanges connecting the Frederick Douglass Bridge, I-295 and Suitland Parkway. From this intersection, there is an access road to Anacostia Drive and the river's edge.
- **Good Hope Road** is a two-lane road connecting Poplar Point with Historic Anacostia. This is the shortest and most direct connection between the surrounding neighborhoods and the study area.
- **Metrorail** provides direct access from all stops on the transit system to Poplar Point. Riders exit the Anacostia Station on the north side in the Poplar Point study area and immediately overlook the Anacostia River. The south entrance to the Anacostia Metro Station is on Howard Road just outside of the study area.
- **Frederick Douglass Bridge and Suitland Parkway** provide unmarked access to Poplar Point. There is also pedestrian and bike access to Poplar Point from the Frederick Douglass Bridge although it does not provide a safe and attractive environment.

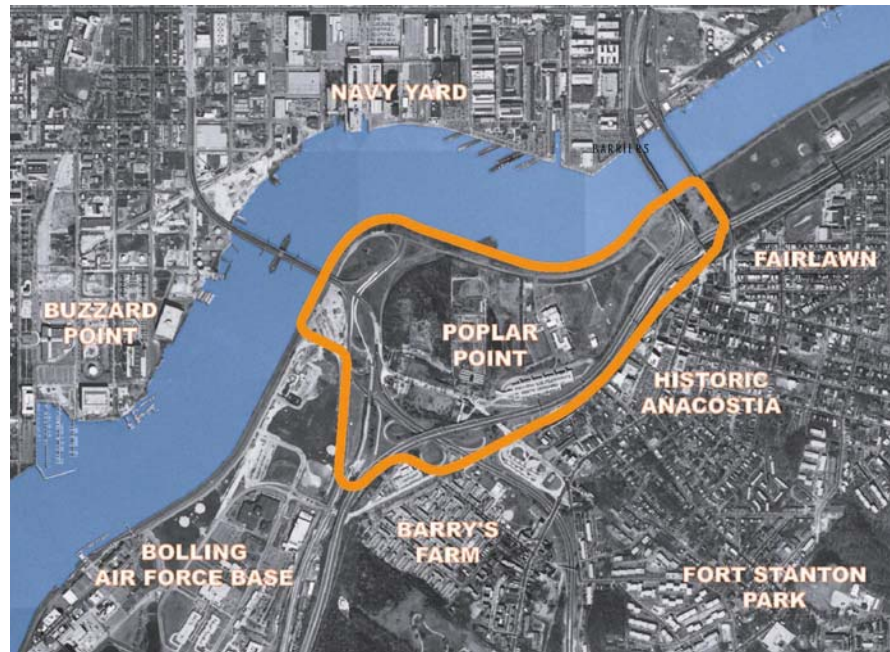


Figure 18: Poplar Point and surrounding neighborhoods



Figure 19: Poplar Point and monumental D.C. in the background



- **11th Street Bridge** has sidewalks that allow pedestrians and bikes to access Anacostia Park via a short staircase. Vehicles can exit the 11th Street Bridge and enter the study area via other routes.
- **Anacostia Drive** runs along the waterfront and connects the Frederick Douglass Bridge/Suitland Parkway to the northern sections of Anacostia Park. Anacostia Drive is a 2-lane road and has sidewalks along one side of the road for part (but not all) of its length in the Poplar Point study area. This road is primary used by visitors to Anacostia Park and commuters.



Figure 20: Primary access streets at Poplar Point

4 Pedestrian Environment

Access to and movement within Poplar Point is relatively difficult for pedestrians. While access is possible for pedestrians from all of the access points described in the Access section above, the pedestrian environment is unfriendly, unattractive and often dangerous. Details of the pedestrian environment are below:

- The two best access points for pedestrians are via the Anacostia Metrorail station and Good Hope Road. Visitors on Metro can exit the Anacostia station on the north side and then walk to the park area and riverfront via Howard Road or an unmarked pedestrian route through the NPS complex. From Good Hope Road, pedestrians walk across railroad track and underneath I-295.
- There are pedestrian and bike facilities on the both the Frederick Douglass and 11th Street Bridges but there is relatively little signage and the environment is unattractive. Broken glass, trash, overgrown vegetation and other impediments are commonly found along the route and their entry points.
- Pedestrian access from Howard Road to Anacostia Park is difficult and not well marked. At the end of Howard Road the sidewalk ends and pedestrians must walk in the street or in the grass along an access road to reach Anacostia Drive (the main road of Anacostia Park).

5 Barriers

There are numerous physical and visual barriers around and within Poplar Point. These barriers have served to isolate Poplar Point from the community and restrict access to large portions of the site. Specific physical and visual barriers to Poplar Point include the following:

- The site is surrounded by highways, bridges and interchanges thereby isolating Poplar Point from the rest of Anacostia Park and the surrounding neighborhoods.
- Parallel to I-295 is an abandoned railroad right-of-way.
- The Parking Garage provides a distinct visual barrier when looking toward the River and Downtown DC from the surrounding neighborhoods.



Figure 21: Portions of Poplar Point are not accessible to the general public due to ongoing environmental clean-up



Figure 22: Missing sidewalks on Good Hope Road. Poplar Point is poorly connected to adjacent neighborhoods.



Figure 23: The METRO parking garage



Figure 24: Anacostia METRO station

Within the site there are barriers that restrict public access to certain portions of the Park. These include:

- The US Park Police Aviation Section Facility is closed to the public to protect the helicopters. The Park Police Headquarters buildings are open to public access however there is a chain-link fence separating these buildings from the Metro station.
- The two nursery sites (Lanham Tree Nursery and Architect of the Capitol) are surrounded by fences and closed to the public. Both sites are also overgrown and contain some degree of environmental contamination.
- The Metro “cut-and-cover” is publicly accessible but is overgrown and frequently has standing water. There is also a US Army Corps of Engineers levee separating Anacostia Drive from the cut-and-cover area and the Architect of the Capitol site.
- Access to the athletic field is partially blocked by flood control wall.

6 Building Types

There are relatively few buildings located in the Poplar Point study area and many of these buildings are abandoned. The buildings represent a large range of building types and uses including light industrial (auto uses on Howard Road and the Park Police Heliport), residential (on Howard Road), office (the NPS facility) and the Metro parking garage (the largest structure on the site). There are also abandoned greenhouses and light-industrial buildings on Poplar Point.

The greenhouses used by the Architect of the Capitol remain on the site in a state of disrepair. The future reuse potential of these structures is unknown and will depend on an assessment of their current condition and other factors such as levels of environmental contamination in and underneath the structures. The only building that has a clear long-term value is the Metro parking garage. Other uses may need to be relocated or replaced.

7 Destinations

Despite the apparent barriers to Poplar Point, the site has numerous destinations for nearby residents and employees. The destinations and their activities include the following:

- Parking for the Anacostia Metro station.
- Places of employment at the automobile-related shops on Howard Road and the National Park Service facility.
- Driving, biking and walking along Anacostia Drive.
- Parking and picnicking along the river's edge.
- Fishing along the waterfront.
- Active recreation (especially, soccer, golf and football)



Figure 25: View of the “Point” from above the Frederick Douglass Bridge



8 Infrastructure

In addition to the streets discussed above, there are several other major infrastructure elements in the Poplar Point Study area. These include the following:

- A flood control wall between Anacostia Drive and the National park Service facility and athletic field.
- A crescent-shaped levee between Anacostia Drive and the former nursery sites. This levee was built by the US Army Corps of Engineers to protect Bolling Air Force Base (where the President’s helicopters are based) from flooding.
- Several storm outfalls into the Anacostia River
- The CSX train-track that runs between I-295 and the adjacent neighborhood.
- The cut-and-cover for the Metro tunnel and station is an easement that cannot be built over.
- An emergency exit for the Metro tunnel.
- A pump station in the highway interchanges.

These facilities present some constraints to development as well as opportunities for shaping the future of Poplar Point. For example, one of the stormwater outfalls can be “daylit” and restored to a natural creek.

9 Environmental Conditions

Between 1927 and 1993, land on Poplar Point was used by the Architect of the Capitol and the District of Columbia (the Lanham Tree Nursery) for tree and plant nurseries. The Architect of the Capitol site provide fresh flowers to Congressional

offices while the Lanham Tree Nursery grew street trees for the District. While the past uses play an important role in the City’s history, they left a legacy of contamination that must be remediated before any development occurs on these parcels.

Since 1980, the former nurseries have been the subject of numerous studies on soil and groundwater contamination. These studies include the following:

- US Department of Transportation (1981): Study of environmental impacts to the site from a proposed rail line
- Geotechnical Services, Inc (1995): Wetland delineation
- Volkert Environmental Group, Inc. (1995): Phase I Environmental Site Assessment
- DC DCRA Hazardous Waste Management Branch (1997): Study of unidentified drums on the property
- DC DCRA and EPA (1997): Resource Conservation and Recovery Act inception initiative
- Multi-agency (1997): Phase I, Phase II, and Phase III Priority Response
- Thomas J. Brown Associates (1997 and 1999): Phase II Investigations
- Environment & Engineering (1998): Soil/planting sediment sample collection
- Site Characterization and Work Plan and most recently, a 2001 study from the National Park Service on the Completion and Compilation of Site Inspection and Remedial Assessment Activities.
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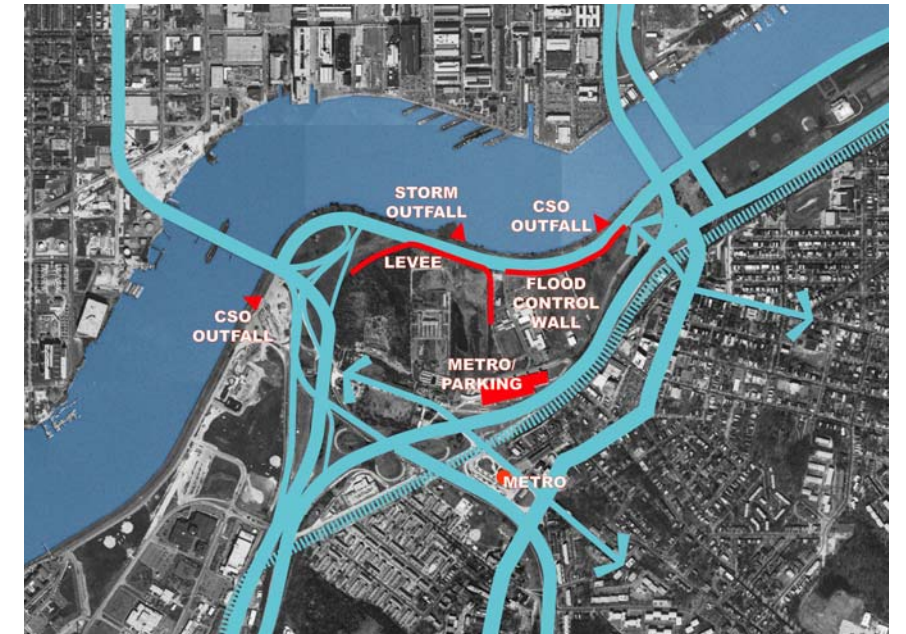


Figure 26: Major elements of infrastructure at Poplar Point



The National Park Service Study (2001) found five isolated and widely dispersed locations of soil contamination. In four of the sites the contaminant of concern was arsenic. Three of the four sites were located on the DC Lanham Tree Nursery Property and one site on the Poplar Point portion of the property. The remaining site was located near the southern boundary of the DC Lanham Tree Nursery and benzo(a)pyrene was the contaminant of concern at this site. After identifying the location of the contaminants, this study provided options for addressing the contamination so that the land could be used as a park.

During this study, a desktop ecological risk assessment took a broader look at the on-site soils. This assessment used a Hazard Quotient (HQ) to identify chemicals of potential concern. Contaminants found in the soils to have the potential to cause an effect (HQ>1) were PAHs, DDD, DDE, DDT, beryllium, cadmium, chromium, copper, lead, mercury, nickel, silver, thallium, and zinc. Surface water contaminants of concern included cadmium, copper, lead, and zinc. The identified contaminants of potential concern were evaluated for ecological risk and it was found that there are no significant ecological risks associated with the area.

Recently, asbestos and DDT have become a contaminant of concern at Poplar Point. In response, the District of Columbia Environmental Health Administration and the National Oceanic and Atmospheric Administration are currently in the process of conducting a Phase I Environmental Site Assessment on the site. The study is expected to last until approximately January 2005. At that point, a course of site remediation will be selected. However, over \$3 million has already been appropriated for site remediation and creek and wetland restoration. These funds are essential sources of funding in the early years of implementing the vision for Poplar Point.

10 Zoning Analysis

Presently, the majority of Poplar Point is owned by the federal government and is therefore not zoned by the District of Columbia. The 11 acres of land along Howard Road are privately owned and zoned for high intensity waterfront uses as “W-3.” According to the zoning code, W-3 zones allows for high density residential, commercial and certain light industrial uses to maximum lot occupancy of 75

percent for residential uses and a maximum height of 90 feet. The code allows an intensity of 6.0 FAR for residential uses and a maximum of 5.0 FAR for other uses. Based on the size of the private development, the parcels along Howard could accommodate a maximum 1,900 dwelling units or 2.4 million square feet of commercial space. This number could be less if the buildings exceed height, lot coverage or other regulations present in the zoning code.